

Residential Speed Hump Guidelines

City of Dixon

January 2017

RESOLUTION NO.: 17-010

DATE: JAN 24 2017

EXHIBIT A

PURPOSE:

The City of Dixon Residential Speed Hump Guidelines have been established to provide a consistent, fair and cost-effective process to evaluate requests for speed humps within the City. Speed humps are used to encourage a reduction in vehicle speed on residential streets while preserving the intended efficiency of the roadway for emergency response and routine travel.

The City of Dixon Police Department has primary responsibility for enforcing the provisions of the California Vehicle Code on streets within the City. Speed humps are considered traffic law enforcement tools. In addition, the City of Dixon Fire Department is responsible for minimizing emergency response times to calls for service. In the interest of public safety, speed hump installations require the approval of the Police and Fire Departments.

DEFINITIONS:

Speed Hump – A single parabolic undulation, constructed of asphalt concrete or other suitable material, 12 foot in length (in the direction of travel) and covering the full width of the roadway with a maximum height between 3 and 4 inches. Speed humps are not installed on primary emergency response routes.

Speed Survey – A 24 hour survey of traffic speeds and volumes conducted by the use of approved traffic data collection equipment including, but not limited to, radar devices, air pressure hoses and/or magnetic sensors, to determine traffic volumes and percentage of vehicles exceeding the speed limit. The speed survey must be conducted between Tuesday and Thursday when school is in session and must avoid holidays and special events.

85th Percentile Speed – Otherwise known as the critical speed, the 85th percentile speed is the speed at or below which 85% of the vehicles are traveling. The 85th percentile speed is commonly used by traffic engineers to determine posted speed limits and is one of the criteria to determine if a street qualifies for speed humps.

Residential Street Segment – The residential street segment includes the length of roadway between two intersections. Where a street extends beyond an intersection, the entire length of the street shall be considered for the placement of speed humps however speed humps may be installed on individual blocks based on traffic characteristics at the discretion of the City Engineer/Director of Public Works.

Qualifying Criteria:

In order for a residential street to be studied for speed humps, a petition must first be submitted. The petition must include signatures from individuals over the age of 18 from a minimum of 67% of the properties immediately adjacent to the street. The petition shall include the description of the request, names, addresses and signatures of

petitioners. Individuals signing the petition shall either be property owners or have authority from the property owner to sign on their behalf.

A residential street segment qualifies for the installation of speed humps when the result of a speed survey and investigation demonstrate that the criteria included in Exhibit A have been met. Once a street has qualified, the location will be added to a list of qualified locations maintained by the City Engineer/Public Works Department. A residential street segment that does not meet the criteria based on traffic volumes or 85th percentile speed may not be reconsidered for resurvey for a period of 18 months.

Priority Ranking System:

The list is prioritized by traffic volume and 85th percentile vehicle speed as provided below:

Traffic Volume: One point for every 50 vehicles traveling the street in a 24-hour period.

Number of Properties: One point for each residential unit immediately adjacent to the street, plus one point for each 25 feet of apartment frontage, park or school.

Vehicle Speed: Two points for every mile per hour (mph) the 85th percentile speed exceeds the speed limit (prima facie of posted).

Location Selection Guidelines:

In selecting the precise locations for speed hump installation, the following guidelines shall be adhered to:

- Speed humps shall not be located over manholes, water valves, street monuments or within 10 feet of a fire hydrant as they may prevent/impede access to these facilities.
- Speed humps shall be located a minimum of five feet from driveways, wherever possible, to minimize their effect on driveway access.
- Speed humps shall be located on or near property lines, wherever possible, to minimize impact on individual properties.
- Speed humps shall be located near streetlights, wherever possible, to enhance visibility at night.
- Speed humps shall be located a minimum of 100 feet from the end of a street segment, wherever possible, and shall never be located on a corner radius.
- Speed humps shall not be located on any horizontal curve with a centerline radius less than 250 feet.
- Speed humps shall be spaced at a minimum interval of 250 feet and maximum interval of 600 feet on a street segment.

Signs and Markings:

Warning signs and markings shall be installed in accordance with the latest edition of the California Manual on Uniform Traffic Controls as well as all State and Federal laws.

Fire Department Emergency Response:

All speed hump locations shall be reviewed by the City of Dixon Fire Department. The City will maintain a map of priority emergency response routes. Speed humps shall not be placed on these routes.

Funding:

Speed humps will be installed based on available funding and the priority ranking list at the time funding becomes available.

Speed Hump Removal:

The City of Dixon at any time may alter or remove a speed hump if it is deemed to interfere with public safety.

Removal of a speed hump from a street may also be considered when:

- The 85th percentile speed is not more than 2 mph below the speed demonstrated prior to the installation of the speed hump;
- The placement of the speed hump has been found to reduce traffic volumes on the street by more than 10% and traffic volumes on adjacent streets have experienced increase in traffic volumes;
- A petition has been submitted with signatures of residents over the age of 18 representing 67% of the immediately adjacent properties requesting removal of the speed hump;
- The City Council adopts a resolution authorizing staff to remove the speed hump.

Exhibit A Speed Hump Criteria December 2016

Criteria	
1	Must be a local street with at least 75% of the adjacent properties being residential, park or school.
2	Must have a prima facie or posted speed limit of 30mph or lower.
3	Must have an 85 th percentile speed greater than 5mph above the prima facie or posted speed limit.
4	Must have traffic volume greater than 400 vehicles per day.
5	Must be located a minimum of 200 feet from nearest traffic control device.
6	Must not be located on a curve with a centerline radius less than 250 feet.
7	Speed humps will not be installed on cul-de-sac streets.
8	Must have no more than one travel lane in each direction and be no wider than 50 feet measured between curb faces.
9	Must be crowned to drain from the centerline to the gutter.
10	Must have curb and gutter on both sides of street.
11	Must be initiated by a petition signed by residents over the age of 18 from 67% of the immediately adjacent properties
12	Street segments not meeting the traffic volume and/or 85 th percentile speed criteria will not be resurveyed for a period of 18 months
13	Must not be on a primary emergency response route as determined by the Fire Department
14	Must be approved by the Transportation Advisory Commission and City Council.
15	Installation is subject to available funding.
16	Specific location of the speed hump must meet the requirements provided in the Residential Speed Hump Guidelines

